

PARTISANSHIP WILL RULE THE DAY.

IN THE FIGHT ON THE TARIFF BILL.

THAT IS THE TABLEWARE SHOPS

He is thought to be a man who is want

IR.

FUTURE AD.

entors Who
Toward
cess.

Al—Colonel
and main for
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W. J. Northern,
educational
ion with the
an admirable
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ad experience
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it will be largely
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and life de-
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It will pro-
most efforts
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safer prac-
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cational coun-
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the plant-
ship.

Thinking it out
for the finan-
cial produce a
if by gravita-
business it will
be capital will
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est accom-
plishment, will
help you.

NONNALLY.
Hon. W. J.
Owing to my
of the 2d in-
day. I write
idea of hav-
scholar in con-
the plan which
features as
to be one of
of the finest
of thing in my
you may count
your college.
CHAPPELL.

J. Northern,
allow me to
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and is so thor-
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all. FRANK
VAN HOOSE.

W. J. Northern,
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WALTEY,
ATTLE,
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truly,
J. ZIEGLER.

TALKS.

Force Bill—

from Pickens
looking into
ressional race

to the bill,
there was no
chance. There
ing in congress
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making the
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to be honest
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PROGRESS.

cola Growing
(Special).—The
cola grow in
after day and
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mer of the fact is,
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nel J. E. Shu-
"Educational
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Interest, and
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makes up for
good deal of
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customs pre-
ted and with
a few touch-
and ridicu-
describes the

That bright and lively little boy used to be
sickly and delicate before his mother gave him
Dr. Bull's Worm Destroyers. He calls them
"good candies."

Bowden Lithia Water is Natural.

W. F. PARKHURST.
Brick! Brick! Brick!
Oil pressed and sand finished, for building fronts,
the best in the state. Also paving brick, car load
lot. Samples at 31 South Broad street. 9-13-90

President Elliott, of the Wilmington and Wel-
don and General Manager Waters, of the Atlantic
Coast Line, returned to Wilmington from
August, after receiving every reasonable en-
couragement to make the extension of their pro-
posed route to Augusta. Since the announcement
of the probable advent of the Coast Line to
Augusta, it has been the talk on the streets, and
the topic of conversation among the merchants.
Everybody is agreed that every consistent con-
cession should be made as an inducement to get
the road, and if it rests with the people whether
or not the road will come, it's decided already,
and the Coast Line will make Augusta's eighth
road.

More liberal ticket than that offered by the
East Tennessee, Virginia and Georgia railway on
this excursion was never placed on sale by a
southern road.

We know just what the people want, and that
is what we propose to give them. Leave berth
orders at my office, corner Kimball House.
E. E. KIRBY.
Ticket Agent E. T. V. & G. R. R.

NIMBLE ATHLETES.

A BIG CROWD AT PONCE DE LEON
YESTERDAY AFTERNOON

To Witness the First Public Exhibition of
Outdoor Sports by the Young Athletes
of the Y. M. C. A. Gymnasium.

Yesterday was a great day for the gym-
nasium department of the Young Men's
Christian Association.

The first exhibition of aquatic and field
sports was a notable success, and marks a
period in athletics in Atlanta.

Two thousand people gathered about the
pretty laid-out grounds and along the banks
of the lake to witness the sports, and the ad-
jacent groves and drives were thickly crowded
with carriages.

A large proportion of the spectators was
composed of ladies and children, who gave
vent to their appreciation of the different
events by lusty cheers and vigorous waving of
handkerchiefs and fans.

All the events were much enjoyed by every-
body, the races being exciting and the funny
features on the programme decidedly amusing.

Professor Whitman and his department of
the Young Men's Christian Association should
feel very highly gratified at the splendid re-
ception they were given. The first field day
of the association was held under such flatter-
ing auspices as to assure to result in the grand
success of others which are to follow.

The entertainment proved satisfactory to all
Atlanta appreciates first-class athletic sports,
especially when they are given under the
direction of the Young Men's Christian Asso-
ciation.

The entertainment was given without the
attendance of a single disagreeable feature,
the young gentlemen who participated being
all members of the association and conducting
their sports in a gentlemanly manner.

At 5 o'clock Professor Whitman, who acted
as master of ceremonies, announced the open-
ing of the exhibition by an obstacle race.

This was a happy feature with which to
start out such an entertainment. It was
highly amusing, as well as showing off the
ability of the young athletes to fine advantage,
and caught the crowd at once.

Five young men—Messrs. Drake, Harry
Carmichael, Eugene Carmichael, Ward and
Burns—were the starters of this novel event.

Around the newly made eighth-mile track
had been placed a half-dozen hurdles to begin
on, then came two barrels with both ends
knocked out, half way imbedded in the
ground, and lastly three similar barrels sus-
pended by ropes tied around them and fastened
to a beam that had been erected across the
track.

The runners cleared all the hurdles, pretty
well lunched, but Drake and Harry Car-
michael reached the two barrels imbedded in
the ground first. Drake was much the smaller
and more active, and consequently got through
his barrel first. He was loudly cheered as he
took his feet again, followed a second later by
Carmichael, whose terrific efforts to squeeze
his body through such a small opening created
a good deal of amusement.

When the three suspended barrels were
reached then the fun began in earnest. The
contestants sprang easily head-first into the
dangling traps, but their exit was not such an
easy matter. After a great deal of wriggling,
gopher fashion, the three barrels finally
dumped their loads on the ground in a heap.

Drake was up and off first, crossing the scratch
winner, followed closely by Carmichael and
Burns.

The race was loudly cheered all the way
through.

The second event was a jumping contest,
taken part in by Messrs. Charlie Martin,
Ward, Harry Carmichael and Drake.

Martin won easily in the run and jump, cov-
ering the string at five feet three inches. A
great deal of interest was taken in the jump-
ing, and the graceful, easy manner in which
Martin vaulted the string was frequently
cheered.

In the leaping with poles, Drake won, pass-
ing over the cord at the height of eight feet.
This was probably the most exciting of the
contests, Drake and Martin being very nearly
matched.

In the hop, skip and jump, in which the con-
testants were Ward, Harrison, Martin and
Burns, Martin won, making thirty-seven feet
two inches.

The field sports concluded with a hundred
yard dash by Martin, Drake, Ward, Harrison
and Rose. In the first dash Martin was the
winner, but made a false stop at a point where he
thought the scratch was located, allowing
Drake to come in, before he had time to re-
cover his lost ground.

The dash was run over again, Drake winning
by a few inches. The race was an interesting
one, all the runners being quite evenly
matched.

After this race the crowd left the field and
went over to the lake, where the aquatic sports
were to be given.

A tub race, in which the champions were
Brenning, Rose, Leseman, Mitchell, Willing-
ham and Smith, was the first on the pro-
gramme.

Everybody knows what a tub race is—a con-
glomeration of consensus that never fails to
create fun. Under Professor Whitman, several
novel features were introduced, which
made the event more entertaining and amusing.
If anybody won the race, nobody has found it
out yet. When the crowd broke up, the
sportsive tub racers were still struggling with
might and main to round the outside.

The exhibition concluded with a boat race,
in which the contestants were A. T. Ward,
Harry Carmichael, Eugene Carmichael, Drake,
Agriola and Carline. Eugene Carmichael, with
Carline pulling close up beside him.

AT THE CITY HALL.

THE DAY WHEN THE COMMITTEES
USUALLY MEET.

The Electric Railway Ordinance Discussed
and Disposed Of—The Telephone
Wires to Go Under Ground.

The committee on electrical construction
and the ordinance committee of the general
council held a joint session in the city
clerk's office yesterday.

The city attorney was to have been there.
But was not.

Mr. Woodward and Mr. King of the com-
mittee on electrical construction, and Mr.
Hutchison, Hulsey and Hendrix of the ordi-
nance committee were present.

So were Captain W. D. Ellis, attorney for
the Atlanta Street Car Company, Mr. Joel
Hurt, its president, and Colonel B.
F. Abbott, representing the Atlanta, West
End and McPherson Barrack's Line.

Mr. Woodward was placed in the chair, and
an invitation was given the gentlemen present
to talk if they wanted to talk.

Captain Ellis repeated his speech heard by
the members of the general council at the last
meeting. His argument against the clause re-
quiring the roads to forfeit \$5,000 a mile for
each mile of a line or system petitioned for
and unbuild was just as careful and forcible as
it was before the council.

"But, Captain Ellis," asked Mr. Woodward
from the chair, "suppose a company puts in
the road for a line three miles long and then
builds only two miles because the other mile
won't pay, what will you do then?"

"Take the charter away from them," an-
swered Captain Ellis.

Colonel Abbott was given the floor and in
less than five minutes related, and then re-
peated the history of street cars in Atlanta
from the day the first wheel came to a revolu-
tion.

"When a company asks for a right," said
he, "make them begin and complete work
within a given time, or give up their charter.
My company has no charter yet, but the
charter will be granted them by next Tues-
day."

"What company do you represent, Colonel
Abbott?" asked Mr. King, smiling.

"The Atlanta and West End line to Mc-
Pherson Barrack," he answered.

"How much of that line will be in Atlanta,
in the city I mean?" asked Mr. Woodward.

"From The Constitution building to the
city limits, about two miles I guess," was the
answer.

"Don't you know, Colonel Abbott," asked
Mr. Woodward, "that nearly every city in the
union sell streets car franchises instead of
giving them away?"

"Only a few. Boston is the only one," said
Colonel Abbott, "of which I know. But that's
disagreeing. The state laws and the city charter
are against that section of the ordinance, and
I have no idea it can be enforced."

Mr. Joel Hurt then addressed the joint
session, and in his remarks, asserted that
his body through such a small opening created
a good deal of amusement.

"If I have not," said he, "please show me
a finer one."

"But, Mr. Hurt," asked Mr. Woodward,
"are not four companies after Luckie street?
Isn't it true that your company asks for nearly
or about five miles of streets, and intends to
build only two miles of street?"

"We are—"

"Wait, please. Luckie street is the only
route to that part of town," continued Mr.
Woodward, turning his attention to the com-
mittees, "and if a company builds to the end
of the line and does not occupy the other lines,
lateral ones you may say, there will be no
other way to reach those portions of the
city. We want to grant their
franchises to the companies which will pen-
etrate and develop the most territory."

"If that question," said Mr. King, "is
not settled by the ordinance, we will not seek
a compromise. But that is undesired. We
will build every mile we ask for. There is
nothing but good faith in us. However, it
looks to me like this ordinance is aimed at us.
If Luckie street is the bone of contention, we
are willing to give up Luckie street, which
we are allowed to reach our collateral lines by
other routes."

Mr. Hulsey declared himself against the or-
dinance, as it was written in such a way that
it would apply to all companies, new and old.
"I think," said Mr. King, "that the ordi-
nance should contain a forfeiture feature, but
whether that forfeiture should be in the form
of money or franchise, I am not fully satisfied.
Since the forfeit of the franchise for a want of
full compliance has been outlined—I don't
know whether that is the best way to handle
Mr. Hulsey moved to make an adverse re-
port upon the ordinance as written.

Then a discussion among the members fol-
lowed. Finally it was agreed to have the city
attorney draft an ordinance with Mr. Wood-
ward and Mr. Hulsey in accordance with Mr.
Woodward's ordinance, substituting a forfeit-
ment clause for the clause requiring a bond of
\$5,000 for each mile.

The electric committee convened in the
city hall yesterday, and Alderman Hutchinson's
ordinance requiring all telephones to be
placed underground by or before 1893 was
read.

Mr. Woodward opposed the ordinance in its
third section in which it was declared that
all telephone companies working in Atlanta
after January, 1893, should put their wires
underground.

Mr. Hutchinson favored the ordinance.

POSTOFFICE MATTERS.

THE NIGHT SERVICE TAKES EFFECT
MOST SUCCESSFULLY.

A Great Improvement in the Office—The
Special Civil Service Examination Yes-
terday—Another Next Friday.

Atlanta's postal service is good.
The night schedule, which was begun last
night, is the latest improvement to the service.
Postmaster Lewis has made, and he will be
congratulated by every citizen for it.

This feature of the postoffice is a great thing
for Atlanta, and the present officials deserve
much praise for its perfectness in every
way.

A change of schedule of the night service, as pub-
lished in The Constitution yesterday, went into effect
yesterday, and the general delivery window
was open from 7 o'clock in the morning till 11
o'clock at night.

The change worked well the first night, but
when the further improvements contemplated
by Superintendent E. H. Blodgett are complete,
the postoffice will be as perfect in every depart-
ment as could be desired.

The numerous calls at the general delivery
window last night showed without mistake
the great need for a night service in Atlanta,
and this demand will, of course, be further
realized when it is better known that the
office is kept open at night.

Mail that reaches Atlanta by the Richmond
and Danville railroad at 9:40 o'clock at night
is now delivered at 11 o'clock the same night.
Stamps can be bought from the delivery
window at night, registered mail is shifted
more rapidly than ever before, and in many
other ways the night postal service offers
desirable advantages.

THE CIVIL SERVICE EXAMINATION.
The first special civil service examination
held in this part of the south this year, for de-
partmental and railway mail service, took
place yesterday.

More than fifty applicants entered the
examination.

Twenty of these entered for clerkships,
twenty-two for copyists, and sixteen for the
railway mail service.

The papers will be sent to Washington
today to be rated, and Mr. Wallace Rhodes, of
the postoffice board, thinks a good number
will be qualified as the applicants were a
very intelligent body of men.

Another civil service examination will be
held next Friday for securing a list of qualified
carriers and clerks for the Atlanta office.

Do not let that tired feeling hang onto you
till the heat of midsummer, but get rid of it
at once, by taking Hood's Sarsaparilla, which
will give you strength and vigor. Sold by
druggists.

LIBRARY NOTES.
Four hundred and fifty-five more books were
issued in the past month than in July of 1889.
The Congressional Record is consulted almost
as much as the popular illustrated periodicals.

A beautiful edition of "The Cathedral of the
World" has been recently added to the library.
Also the missing volumes of Harper's Magazine,
making now a complete and valuable set.

A list of new books has been ordered, and will
be delivered shortly.

Highest of all in Leavening Power.—U. S. Gov't Report, Aug. 17, 1889.

Royal Baking Powder

ABSOLUTELY PURE

At Wholesale by H. A. Boynton and Shropshire & Dodd, Atlanta, Ga.

ADIDAS SHIRTS—VERY HAND-
some patterns—Fast colors—and
do not shrink—\$1.50.

CHEVIOT NEGLIGEE SHIRTS—
Satisfying in every respect—\$2.
Full lines of all sizes.

BETTER TAKE ADVANTAGE
of the prices at which we are
moving out the balance of our
summer clothing—You will be
largely gainer.

A. Rosenfeld & Son, 14 Whitehall, Cor. Alabama St

TENNESSEE IRON FENCE & MACHINE WORK
Chattanooga, Tenn., manufacturers WROUGHT IRON FENCING for front yards, courtyards,
church and cemetery enclosures, casting and finale. Fire escapes of the most improved designs, with
ladders and ladders and with or without water stand pipe. Send for catalogue. aug2-90

For this week we offer six patterns finely deco-
rated Toilet Sets at \$1.50 each. You can't buy them
for \$2.50 anywhere else in the city.

KING HARDWARE CO., Cor. Peachtree and Wheat
Atlanta & West Point Railroad. Stockholders' Train.

ATLANTA, Ga., August 1, 1890.—A train will be run over this road for the accommodation of stock-
holders and their families, August 7, 1890, as follows: Stockholders' tickets good only on this train.

THROUGH THE CITY.

ITEMS GATHERED BY CONSTITUTION
REPORTERS.

And Arranged in Convenient Shape for Its
Readers—Curstons Chat—Incidents
of the Day, Etc.

An Eloquent Speech.—Atlanta visitors who were
present at the meeting of the Sunday School
Association at Snellville, Gwinnett county, the
other day, are loud in their praises of the speech
delivered by the orator of the day, Mr. John H.
Cooper, of Macon. Mr. Cooper's theme was "Our
Country," and he handled it so ably as to win the
enthusiastic applause of his 2,000 hearers. Mr.
Cooper has many friends in Atlanta who predict
for him a brilliant career.

A Change.—Detective Wilson, who has been con-
nected with the Shafter Detective Agency for
several years past, has severed his connection with
that institution. Mr. Wilson has made a fine
record as a detective and his many friends will
wish him luck in anything that he undertakes.

His Goggles.—Dr. L. D. Carpenter has
gone to Excelsior Springs, Mo., to attend the Na-
tional Association of dental colleges.

Constituting "the Circle."—Yesterday afternoon
Mr. L. D. Nelson, the efficient superintendent of
the Fulton County Street Electric line, carried all
the children at the Home of the Friendless around
the nine-mile circuit. They spent a delightful
afternoon, gathering flowers, visiting Ponce de
Leon springs and other places. This was a gracious
act of one of Atlanta's best young men.

Railroad People Here.—Mr. B. W. Wrenn, gen-
eral passenger agent of the East Tennessee, was
here yesterday.

Mr. D. J. Mullany, division agent of the Queen
and Crescent, Chattanooga, was in Atlanta yester-
day.

Major W. F. Shellman, traffic manager of the
Central, passed through Atlanta yesterday. After
a stopover at Tallulah Major Shellman goes on to
New York, where he attends the meeting of the
Southern Railway and Steamship Association on
the 3d inst.

Back from Texas.—William B. Jaynes, for-
merly of South Carolina, now of Sherman, Tex.,
passed through the city yesterday on route to his
old home. Mr. Jaynes is one of the most promi-
nent young attorneys of Texas. His friends here
will be glad to learn of his wonderful success.

Colonel Bob Rankin Here.—There are a great
many people in Atlanta who have a welcome
always for Colonel Bob Rankin, of Gordon, as was
evidenced by a lot of hand-shaking about the
hotels yesterday. The colonel was here.

"Talking about the senatorship," he remarked,
"the people up our way think this is a job about
opposing Gordon. Of course, it wasn't made an
issue in our election, but the popular sentiment of
our country is overwhelmingly for Gordon. We
are glad to go back on him up there, and we are
glad to see you. You can put that in your pipe
and smoke it."

Building a Wigwam.—In the windows of the
East Tennessee ticket office, yesterday, was a pic-
ture of the wigwam, the magnificent new hotel
being built at Indian Springs.

Ground was broken last Monday, and a large
force of hands is steadily at work on it now.
The design is a beautiful one, and the lessees
say they are going to make Indian Springs, even
more than it used to be, the most popular resort
in the southern states.

To Help a Comrade.—Mr. G. C. Elfe issues a
card reading: All subscribers to the Melody
fund, and others who are disposed to aid a noble
cause, are requested to meet at the headquarters
of the Southern Travelers Association, at 8 o'clock
yesterday night at 8 o'clock, sharp.

At the Markham.—Hon. W. C. Glenn, the
brilliant and successful young lawyer, has taken
apartments at the Markham.

HERE IS ONLY 1

S.S.S.

And there is nothing like it.
Do not be imposed on with
substitutes, imitations, etc.
because the dealer makes a
few cents more on a bottle.

Lead Poison Cured.
I am a painter by trade. Three years ago I
had a bad case of Lead Poison, caused by using
paint. I was cured in a short time by S. S. S.
The medicine drove the poison out through the
pores of the skin. My system was so saturated
with poison that my underclothes were colored
by the paint being worked out by the medicine
through the pores of my skin. I was cured en-
tirely by S. S. S., and have had no return since.
C. PARK LEAK, Waynesville, Ohio.

Treatise on Blood and Skin Diseases mailed
free. SWIFT SPECIFIC CO., Atlanta, Ga.

How many times in your experience you
have

WAITED
thinking next week or next month will be
time enough to buy a watch, although you
know that you are needing it every hour in
the day? Do you wish to wait

UNTIL
you have missed a \$1,000 engagement be-
fore you buy a \$50.00 watch? Perhaps you
think you can guess at the exact time when
your train is going to leave, but do not be

TOO
sure of your accuracy in this direction; a
good watch will save you a great deal of
anxiety. Business men who study the eco-
nomical disposition of their time cannot
afford to be without a watch, for time is the
equivalent of money. Better

LATE
than never, so send for our illustrated cata-
logue and let us quote you prices. J. P.
Stevens & Bro., Jewelers, 47 Whitehall St.,
Atlanta, Ga.

PEARS' SOAP
Is the MOST ELEGANT
TOILET SOAP
IN THE WORLD.
Of all Druggists, but beware of imitations.

THE
GORDON SCHOOL.

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